

DECLARES TITANIC RECEIVED WARNING

Navy Department Says Liner Was Advised of Danger of Icebergs.

CAUTION WAS IGNORED

That the steamship Titanic was given warning that she was approaching a field of icebergs last Sunday, just preceding the disaster, was announced by the Navy Department last night in a statement in which the Titanic is quoted as having received this information herself to the department. The department announced that on April 15 a message was received from the German steamer Amerika, east bound, relayed via the Titanic and Cape Race, Newfoundland, stating that icebergs had been sighted almost directly in the path of the ill-fated White Star liner. This message was as follows:

"America passed two large icebergs in 41° 17' N. 53° 5' W. on the 14th of April. It is reported that the Titanic, having picked this message up from the Amerika April 14, indicated that she was not far from the scene of the disaster at the time she forwarded the message to Washington, via Cape Race, since the accident is reported to have occurred late that night."

Traverse Vessel's Track.

The track of the westbound vessel is about forty miles north of the eastbound track, according to information provided by Capt. John J. Knapp, chief of the Hydrographic Office, who received the message. In a chart of the ice field and the course of the vessel which Capt. Knapp prepared yesterday for the information of the Secretary of the Navy and the President, it is estimated that the Titanic must have changed her course to the southeast after receiving this warning, since the latitude of her track was 41-42, and she was reported as having sunk in latitude 41-42. Capt. Knapp expressed the opinion that, although the ship's course was changed to the southward by thirty to forty miles, the icebergs in the meantime had traveled a like distance southward, and accordingly the ship must have struck at latitude 41-42, instead of at 41-44, as reported in the dispatches. The Titanic is presumed to have sunk but a few miles north or the eastern, or southern track.

The Navy Department, in the statement issued last night, practically charges the authorities responsible for the navigation of the steamship Titanic with indifference to the reliable information which had been placed in their hands from day to day for a period of several weeks, announcing the presence of a monster field of ice in the track of the trans-Atlantic steamers on the Southern course. This information has been mailed out daily to all shipping interests, including the White Star Company, and the bulletins have been displayed daily in the New York maritime office, and also in the branch hydrographic office in that city.

Reports Received Daily.

These daily reports announced the southern drift of the icebergs from latitude 42 degrees north on March 24 to the forty-second parallel on April 12. The Washington authorities point out that notwithstanding these reports and warnings, the big steamship line continued to send their vessels over the main track, which was being entered by the icebergs as early as April 7. It is pointed out that a number of ships, including the Titanic, left eastern and western terminal points later than the original warning, and continued on this course.

This information was laid before the President yesterday. In all official circles where it became generally known, expressions were made of the necessity, as demonstrated by the Titanic disaster of obtaining some sort of legislation compelling steamship companies to abide by the official warning. The Hydrographic Office of the Navy Department is maintained at a considerable expense to provide just this sort of information to the maritime world. From time to time, it develops, shipping companies have been notified of dangers and other obstructions in the paths of their vessels and these warnings have been ignored.

Captain Was Warned.

That Capt. Smith, of the Titanic, was given sufficient warning in this message from the Amerika alone is indicated by the following paragraph from the Navy Department's statement:

"A trained seaman can and does estimate the probable speed and direction of the drift of any dangerous obstruc-

tion so that if he had knowledge of the existence of an iceberg or a derelict in a certain position at a given date, he reckons his future position for an interval of a few days."

The statement continues:

"As the Titanic's position is reported to have been latitude 41 degrees 15 minutes, longitude 50 degrees 14 minutes, at the time of her disaster, it is thus seen that the message which she thus transmitted for the Amerika, doubtless relates to the very iceberg upon which she was wrecked."

CENTRAL STATION. FOR ALL WIRELESS

Navy Department and the Marconi Company Issue Orders to Shore Operators.

Following an agreement reached yesterday between the President and former Attorney General Griggs, counsel for the Marconi Wireless Telegraph Company, the Navy Department and the Marconi Company issued instructions last night to the various shore stations, calculated to centralize the wireless channels, providing for non-interference of messages directly to and from the Carpathia. This agreement was reached upon the receipt by the Navy Department of the following telegram from the Marconi Company in New York:

"Believe all interests best served if government will instruct all government wireless stations north of Norfolk coast sending, excepting cruisers or cutters immediately vicinity Carpathia. We to prohibit transmission all United wireless stations north of Norfolk coast, excepting Southwell, West, Gloucester, Sagamore, and Sigsbee, allowing these stations, which are unaffected by amateurs, control entire wireless situation. This will avoid any chance confusion due excitement, and allow transmission general news to relatives and friends of Titanic passengers."

"Also prompt efficient handling by our trained force thousands of urgent personal telegrams to survivors on the Carpathia. Would be willing to have general stations do this, but we are positive our men can handle three messages to one by the navy expert to expert telegraphers trained to our method of work. Our desire is the best possible wireless service to those immediately interested. John Wamash also agrees to close his stations for a few days."

DEMANDS CHANGE OF MARINE LAWS

London Newspaper Declares the Mammoth Liner Is Ignored in Regulations.

London, April 17.—The Evening Standard, in an editorial, says:

"The fierce outcries arising in America against the Board of Trade, which sets the standard for all the world in these matters, reveal the fact that leading shipping companies, Parliament and the navy department have not yet awakened to the advent of the mammoth liner. It seems incredible, but it is true, that regulations at present in force do not contemplate the existence of a ship of more than 30,000 tons, which is not a quarter of the Titanic register."

"According to these regulations the minimum number of boats of an approved type which must be carried under the davits and ready for instant launching by vessels of 10,000 tons and upward is sixteen, and the total minimum cubic contents of these boats is fixed at 3,500 cubic feet, that is to say, ten cubic feet for each person. This provides for the reception of 350 people, which is just about the number that are believed to have been saved, and is barely one-third of those on board the Titanic last Sunday."

The Lifeboat Question.

"How many passengers who go aboard these huge modern liners have known that if anything happens two out of three or three out of four of them are doomed to perish unless another ship happens to be standing by? They know it now, and one result must be a new merchant shipping act, with both of trade rules, requiring that every ship shall carry sufficient means of taking off the whole of her passengers and crew. It may be said that a steamer like the Titanic cannot be expected to put to sea with her upper deck loaded with sixty or seventy rowing boats. In that case she will have to carry steam launches, barges like a man-of-war, or better still, some portions of her million decks must be pontoons which can be detached and used as rafts on emergency."

BROADWAY JAMMED WITH THE BEREFT

Scenes of Grief Re-acted at Shipping Offices Last Night.

KEPT VIGIL OVERNIGHT

New York, April 17.—The scenes of almost indescribable grief which were witnessed here throughout the entire day are being re-acted to-night by the hundreds who jam lower Broadway in the pouring rain and overflow into Bowling Green Park. In front of the White Star Line office, seeking information regarding their relatives or friends on board the Titanic, it is the time she went down. As the red lists of those known to have been saved, and now on board the Cunard liner, Carpathia, bound for this port, are being read, men and women fight one another for points of vantage. Women, who attempted to smile in the hope of forestalling the fear that had held them for many hours, collapsed on the ground as they read the revised list of the rescued, only to learn that the one or more they sought had not been accounted for. One of the first to arrive at the White Star office to-day was Henry W. Taft, prominent lawyer and brother of President Taft. Mr. Taft declared at first that he had called to make inquiries concerning a personal friend.

Inquiry for Hunt.

It was learned, however, that he was acting for the President, and was seeking news regarding the fate of Maj. Archibald Butt, U. S. A., the President's military aid, whose name has not appeared on any of the lists of the survivors.

Ever since the first report of the Titanic's collision and later loss reached this country, the President has been making constant inquiry of the White Star officials as to the fate of his aid.

Maj. Butt's name has not appeared on any of the lists of survivors, nor on any of the revised lists which have reached the steamship officials. It is generally believed that the officer went down with the Titanic.

Many of those who gathered in front of the steamship offices have been keeping a vigil for more than thirty hours, sleeping little, if any. Even when the rain came down in torrents to-night they refused to move.

Among those who had remained at the steamship offices all during the night and most of the day was twenty-year-old F. L. Allison, of this city.

He had been waiting for some news from his father, H. J. Allison, and his mother, who are believed to have perished with the Titanic. Neither the name of his father nor that of his mother has appeared in any of the lists of survivors.

A wireless announced that Allison's young brother, his name, was among the rescued.

Many of those who jammed the offices became optimistic when they learned that the government had dispatched the fastest and the best to meet the Carpathia, and secure a complete list of the survivors. They hoped against hope that the wireless had made some mistake in the transmission of the survivors, and that the names of those they sought might be included in the authentic reports from the commanders of the two naval vessels.

Reports of Rescues.

A report that filled the hearts of the hundreds with great enthusiasm was one to the effect that a number of the Titanic's passengers had been rescued by the crews of various fishing smacks, and who, it was reported, were carrying them to Halifax. The officials of the line, following the receipt of messages from their agents at Halifax and Montreal, emphatically denied that any of the passengers had been picked up by fishing smacks.

When a notice to this effect was posted on the bulletin board a number of men and women who had based great hopes in the report broke down and wept. Several women, on the verge of hysteria, were led away by their escorts.

Another visitor at the offices of the company was Mrs. Daniel Guggenheim, seeking information of her brother-in-law, Benjamin Guggenheim, one of the country's "copper kings," whose name has not appeared among the survivors on board the Carpathia. She was accompanied by her brother, Dwight Guggenheim. Their mission was without success.

Largest Morning Circulation.

RELIEF TUG GOES TO MEET LINER

Newport, R. I., April 17.—The "Hearst relief expedition" steamed out of this port to intercept the Carpathia, and if possible, assist the survivors of the Titanic wreck, shortly before noon to-day.

Quartered on the swift ocean going tug Mary J. Scully and equipped with moving picture machine men, photographers, star reporters, a signal expert, and Jack Binna, wireless hero of the Republic wreck, this expedition also is the best equipped news gathering force ever sent out by any newspaper. The news this force gathers will be transmitted through the National News Association.

The boat is headed direct for the Carpathia, which is not expected to reach New York before to-morrow night. It is expected that the Mary J. Scully will effect a meeting with her off Nantuxet and relay a complete account of the wreck.

WENT TO DEATH WITH HIS HOUNDS

Clarence Moore Had Pack of Fox Animals with Him on the Titanic.

That about a hundred of the finest dog hounds money could buy went to a watery grave with Clarence Moore, for many years master of hounds of the exclusive Chevy Chase Hunt Club, and one of the foremost fox hunters in America, when the ill-fated Titanic sank to the bottom of the Atlantic Ocean, is the belief of several members of the Rock Creek Hunt Club, of this city.

One of the objects of Mr. Moore's trip to Europe was to purchase a pack of hounds, to be used in hunting about Washington and at Leesburg, Va. Upon starting abroad he led a number of friends that if he could find the king of hounds he wanted he would bring them home with him. This statement leads his friends to believe the pack was in the hold of the Titanic, and that they met the same death as their owner.

"The main reason for Mr. Moore's trip to Europe was to buy a pack of the best dog hounds and not to witness his horse race as has been reported," said Andrew J. Cummings, a member of the Maryland House of Delegates and of the recently organized Rock Creek Hunt Club, last night.

"For several months prior to his departure Mr. Moore had been endeavoring to get together a pack of good hounds for the purpose of organizing a hunt club in Washington. He had his eyes on a pack of hounds which a Marylander was buying up the best hounds that were to be obtained. Not satisfied with the character of dogs he was able to buy here, he determined to go to England and purchase a pack. I understand he bought fifty or sixty pairs. No doubt they were in the hold of the Titanic when it sank."

"I think I am safe in saying that Mr. Moore had more to do with the development of Chevy Chase than any other man. It was as the result of his efforts that the Chevy Chase Hunt became known throughout the country and that the eyes of the society people of Washington were turned toward the suburb, which afterward took the name of Chevy Chase."

"Clarence Moore was the most daring horseman I have ever seen, and yet one could not call him reckless. He knew every phase of fox hunting, which was his great hobby."

"I know he contemplated bringing the pack back with him," said Maj. Allen last night, "and no doubt they were in the hold when the gigantic vessel went down."

Report of More Survivors.

New York, April 17.—Vice President Franklin, of the White Star Line, when told of the report that the steamship Baltic had picked up 250 survivors of the Titanic disaster, said that he had heard nothing of it. When asked if he had had any reports from the Baltic since she left the vicinity of the Titanic catastrophe he said he had not.

Will French on Disaster.

Rev. Frank J. Goodwin, pastor of the Mount Pleasant Congregational Church, will speak next Sunday morning, at 11 o'clock, on "The Wreck of the Titanic and Its Relation to the Christian Doctrine of the Love of God."

Largest Morning Circulation.

PRINCES OF CHURCH EXPRESS SORROW

Petition President Taft for Legislation to Prevent Loss of Life on High Seas.

With the three American princes of the church present, the trustees of the Catholic University of America held a three-hour session yesterday afternoon in Devlin Hall, Brookland.

Cardinal James Gibbons, chairman of the board of trustees of the university, presided, and under his leadership plans to enlarge the scope of the university were formulated.

The divinity of the church present at yesterday's session of the trustees were Cardinal Gibbons, of Baltimore; Cardinal Farley, of New York; Cardinal O'Connor, of Boston; Archbishop Glennon, of St. Louis; Archbishop Prendergast, of Philadelphia; Archbishop Moeller, of Cincinnati; Bishop Maas, of Covington, Ky.; Bishop Carroll, of Pittsburgh; Thomas J. Shahan, rector of the university; former Senator Kearns, of Utah; John D. Crimmins, of New York; former Attorney General Charles J. Bonaparte, of Baltimore; and Eugene Philbin, of New York.

The board decided to immediately rush the completion of Cardinal Gibbons Memorial Hall, the corner-stone of which was laid last September, in order that the memorial to the senior cardinal may be ready for occupancy upon the fall opening of the university.

When completed this handsome gray stone edifice will accommodate 120 students, and is intended to be used as a dormitory for the young men of the college department.

Other New Buildings.

Plans for the erection of a new gymnasium and a new building for the schools of engineering, architecture, and drawing were discussed and it was the unanimous opinion of the board that these buildings must shortly follow the completion of the Gibbons Memorial Hall.

The donations announced by Rector Shahan, received by the university since October, amounted to \$115,000. Included in this amount was the princely gift of \$50,000 conferred upon the university by James J. Ryan, of Philadelphia, for the endowment of a chair of Old Testament history.

The board passed resolutions congratulating the university authorities upon the progress of the university during the past six months, which is regarded as only a criterion of a still greater prosperity that must attend the institution in the future.

Ask Preventative Laws.

The board of trustees, uniting with the archbishops of the church, addressed a letter of sympathy to President Taft relative to the national loss and worldwide grief caused by the sinking of the Titanic. The letter further prays the President upon the request of the church that measures shall be immediately taken by the United States government to enact such legislation as will prohibit an ocean-going vessel leaving the ports of this country without every passenger and member of the crew an equal chance of escape in case of wreck through the means of a sufficient number of lifeboats to accommodate all on board.

The board agreed to take steps in the near future to bring about closer relationship between the university and the Catholic colleges and high schools of the country.

Archbishops Meet To-day.

This morning nine of the fourteen archbishops of the United States will assemble in Divinity Hall for the annual meeting of the archbishops to attend to matters of importance affecting the policy of the church. Cardinal Gibbons will preside.

MARINE OFFICIAL PICTURES TRAGEDY

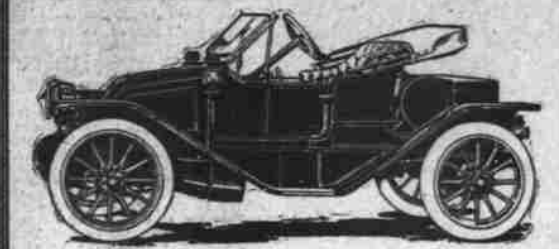
A Death Grapple with Hidden "Spines" of Berg, His Theory of Catastrophe.

New York, April 17.—An official of the White Star Company said to-day: "From the reports that have come, it is evident that the Titanic went down after a death grapple with the hidden 'spines' of the iceberg. These spines, sharp and jagged, reared her bottom just as the tender side of a grayhound could be reared by a steel spur."

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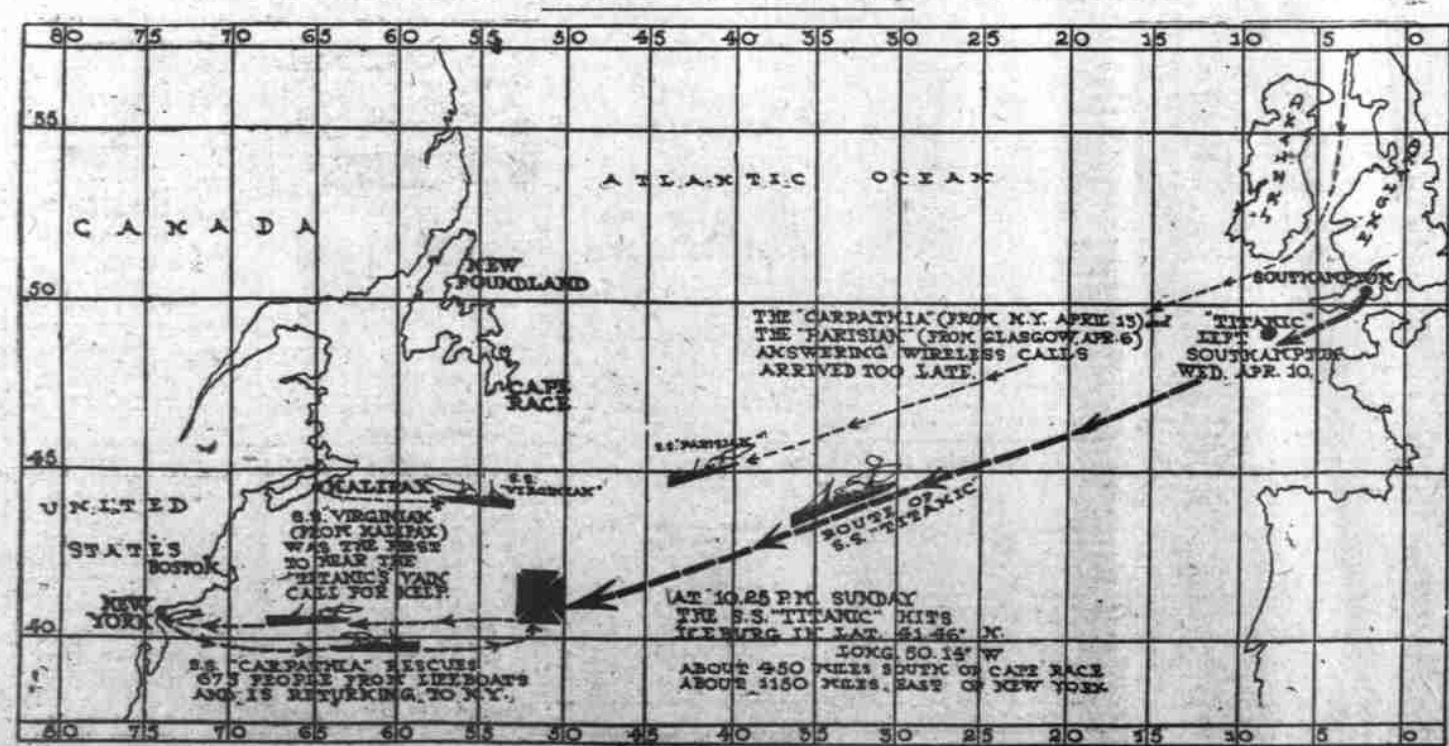
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LOCATIONS OF TITANIC AND RESCUING SHIPS.



Map showing locations at the time of the collision and the ships which rushed to the disaster in answer to the frantic "S. O. S." wireless calls sent out by the sinking ship. This map was drawn after wireless reports received at The Washington Herald wireless headquarters by Jack Binna, the wireless hero of the Republic accident. Binna, with his knowledge of the territory in which the collision occurred, and with the aid of the bulletins he took, was a big aid to the artist in drawing an accurate map of the scene of the accident.

SCIENTISTS SCOUT ICEBERG THEORY

Point Out Dangers of British Ship Erne, Now a Derelict in Northern Passage.

That the White Star liner Titanic, which now lies 200 fathoms beneath the surface of the Atlantic, was not sunk as the result of ramming an iceberg, but that she ran over a derelict, was the belief expressed by prominent scientists and naval experts yesterday.

On account of the water tight bulkheads of the Titanic she was practically unsinkable, and even if her bows were smashed by the impact of a collision with a submerged vessel, she would still float. If, however, she struck a derelict, which is an abandoned vessel drifting, practically invisible at a short distance even, the result would be different. Should a liner strike such an obstacle the derelict would sink into the water a few fathoms, but would rise to the surface again in time to rake the keel of the vessel passing over it from amidships to stern.

A remarkable coincidence exists to give credence to this theory. The British ship Erne, a large steel vessel, laden with lumber stored below her decks, was abandoned last February in mid-Atlantic. Her crew was taken off by a passing steamer. The derelict destroyer Boreas, of the Revenue-Cutter Service, was dispatched to blow the Erne up.

From the middle of February until about March 1, the Boreas scoured the seas in search of the Erne, but found no trace of her and returned to New York. When last sighted the Erne was in the vicinity of the latitude and longitude given as the position of the Titanic when that liner sank.

The derelict Erne would form an unusually dangerous obstacle. Her cargo of lumber, stored below deck, would make it impossible for her to sink, at the same time her steel sides would weigh her down until her decks would be level with the sea. The steel plating would constitute an adamantine obstruction to any vessel.

If the Titanic struck the derelict Erne,

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